

New London, CT, from surface to bottom bounded to the north by a line connecting the following points: Point “1”, 41°20’40” N, 072°05’32” W east to point “2”, 41°20’40” N, 072°05’15” W then southeast to point “3”, 41°20’31.8” N, 072°05’03” W then south to point “4”, 41°20’28” N, 072°05’03” W then east to point “5”, 41°20’30” N, 072°04’48” W; bounded to the east by following the shoreline south from point “5” to point “6”, 41°20’19” N, 072°04’46” W; bounded to the south by a line connecting the following points: point “6” west to point “7”, 41°20’17” N, 072°05’13” W then north to point “8”, 41°20’27.2” N, 072°05’15” W then northwest to point “9”, 41°20’29.5” N, 072°05’17” W then west to point “10”, 41°20’29.5” N, 072°05’30” W then northwest to point “11”, 41°20’31” N, 072°05’34” W; bounded to the west by following the shoreline north from point “11” back to the start, point “1”.

(b) *Regulations.* (1) The general regulations contained in 33 CFR 165.10, 165.11, and 165.13 apply.

(2) In accordance with the general regulations, entry into, anchoring, or movement within this zone, during periods of enforcement, is prohibited unless authorized by the Captain of the Port Long Island Sound (COTP) or the COTP’s designated representative.

(3) During periods of enforcement, a “Slow-No-Wake” speed limit will be in effect. Vessels may not produce more than a minimum wake and may not attain speeds greater than six knots unless a higher minimum speed is necessary to maintain steerageway when traveling with a strong current. In no case may the wake produced by the vessel be such that it would create a danger of injury to persons, or damage to vessels or structures.

(4) During periods of enforcement, SECURITE calls must be made by all persons and vessels conducting crane or dive operations.

(5) During periods of enforcement, all persons and vessels must comply with all orders and directions from the COTP or the COTP’s designated representative.

(6) During periods of enforcement, upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light or other means, the operator of the vessel must proceed as directed.

(7) Persons and vessels may request permission to enter the zone during periods of enforcement on VHF-16 or via phone at 203-468-4401.

(8) Notwithstanding anything contained in this rule, the Rules of the Road (33 CFR Part 84—Subchapter E, inland navigational rules) are still in effect and must be strictly adhered to at all times.

(c) *Effective period.* This rule is effective until October 31, 2014.

(d) *Enforcement period.* (1) Except when suspended in accordance with paragraph (d)(2) of this section, this regulated navigation area is in force 24 hours a day until October 31, 2014.

(2) Notice of suspension of enforcement: The COTP may suspend enforcement of the regulated navigation area. If enforcement is suspended, the COTP will cause notice of the suspension of enforcement to be made by all appropriate means to the affected segments of the public. Such means of notification may include, but are not limited to, Broadcast Notice to Mariners and Local Notice to Mariners. Such notifications will include the date and time that enforcement is suspended as well as the date and time that enforcement will resume.

(3) Violations of this regulated navigation area must be reported to the COTP, at 203-468-4401 or on VHF’s—Channel 16. Persons in violation of this regulated navigation area may be subject to civil or criminal penalties.

EFFECTIVE DATE NOTE: By USCG-2012-0623, 77 FR 67568, Nov. 13, 2012, temporary §165.T01-0623 was added, effective Dec. 13, 2012 until Oct. 31, 2014.

§ 165.T01-0727 Regulated Navigation Area; Arthur Kill, NY and NJ.

(a) *Regulated area.* The following area is a regulated navigation area: all waters of the North of Shooters Island Reach, Elizabethport Reach, and Gulfport Reach in the Arthur Kill; bounded in the northeast by a line drawn from position 40° 38’48.637” N, 074° 09’18.204” W; to a point in position 40°38’37.815” N, 074° 09’20.245” W; and bounded in the southwest by a line drawn from position 40° 37’15.643” N, 074° 12’15.927” W; to a point in position 40° 37’15.779” N, 074°

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12°08.0622" W. All geographic coordinates are North American Datum of 1983 (NAD 83).

(b) *Regulations.* (1) The general regulations contained in 33 CFR 165.13 apply.

(2) All vessels must remain at least 150 feet from all drilling and blasting equipment; if a vessel must pass within 150 feet of drilling and blasting equipment for reasons of safety, they shall contact the dredge and/or blasting barge on Channel 13.

(3) No vessel shall enter or transit any work area where drill barges and/or dredges are located without the permission of Vessel Traffic Service New York (VTSNY) Director.

(4) No vessel may be underway within 1,500 feet of the blasting area during blasting operations.

(5) No vessel shall enter an area of drilling or blasting when they are advised by the drilling barge or VTSNY that a misfire or hang fire has occurred.

(6) Vessel Movement Reporting System (VMRS) users are prohibited from meeting or overtaking other vessels when transiting alongside an active work area where dredging and drilling equipment are being operated.

(7) Each vessel transiting in the vicinity of a work area where dredges are located is required to do so at reduced speed to maintain maneuverability while minimizing the effects of wake and surge.

(8) The VTSNY Director may impose additional requirements through VTS measures, as per 33 CFR 161.11.

(9) Suspension of enforcement: the Captain of the Port (COTP) New York will cause notice of enforcement, suspension of enforcement, or closure of the waterway to be made by all appropriate means to achieve the widest distribution among the affected segments of the public. Such means of notification may include, but are not limited to, Broadcast Notice to Mariners, Local Notice to Mariners and Vessel Traffic Service New York (VTSNY). Such notification will include the date and time that enforcement is suspended as well as the date and time that enforcement will resume.

(c) *Effective period.* This rule is effective from 8 a.m. on August 12, 2011 until 5 p.m. on April 1, 2014.

EFFECTIVE DATE NOTE: By USCG-2011-0727, 76 FR 52572, Aug. 23, 2011, temporary § 165.T01-0727 was added, effective Aug. 23, 2011 until 5 p.m. on Apr. 1, 2014. At 77 FR 1025, Jan. 9, 2012, paragraph (b)(9) was added, effective Jan. 9, 2012 until 5 p.m. on Apr. 1, 2014.

§ 165.T01-0824 Regulated Navigation Area; Housatonic River Bridge Replacement Operations; Stratford, CT.

(a) *Location.* The following area is a regulated navigation area (RNA): All navigable waters of the Housatonic River between Stratford and Milford, CT, from bank to bank, surface to bottom; bounded to the north by the Metro North Railroad (RR) Bridge marked by a line connecting the following points: Point "A", 41°12'17.19" N, 073°06'40.29" W western edge of the RR bridge in Stratford, CT, east to point "B", 41°12'20.13" N, 073°06'29.05" W eastern edge of the RR bridge in Milford CT; bounded to the south by a line connecting the following points: Point "C" 41°12'14.36" N, 073°06'41.06" W western edge of construction trestle in Stratford, CT, east to point "D" 41°12'15.86" N, 073°06'27.57" W eastern bank of Housatonic River, Milford, CT. All coordinates are North American Datum 1983.

(b) *Regulations.* (1) The general regulations contained in 33 CFR 165.10, 165.11, and 165.13 apply.

(2) In accordance with the general regulations, entry into, anchoring, or movement within the RNA, during periods of enforcement, is prohibited unless authorized by the Captain of the Port Long Island Sound (COTP) or the COTP's designated representative.

(3) During periods of enforcement, entry and movement within the RNA is subject to a "Slow-No Wake" speed limit. Vessels may not produce more than a minimum wake and may not attain speeds greater than six knots unless a higher minimum speed is necessary to maintain steerageway when traveling with a strong current. In no case may the wake produced by the vessel be such that it creates a danger of injury to persons, or damage to vessels or structures of any kind.